



Section 3 Activities

Rangawaka Transportation



Rangawaka Transportation

Council's transportation activity aims to provide infrastructure that enables our communities to travel across our district safely and efficiently, that facilitates economic development and promotes multi-modal shift, and that is resilient to the impact of extreme weather events.

Our district is growing fast and our roading programme seeks to balance meeting this growth with the need to maintain affordable levels of service for our District's communities.

What we provide

- 104 local roads that connect to State Highways
- 915 km sealed roads
- 157 km unsealed roads
- 177 km urban roads
- 895 km rural roads
- 248 bridges
- 117 culverts (greater than 1.4m diameter)
- 200 km hard surfaced footpaths
- 6 km metaled surfaced footpaths
- 4,081 streetlights
- 16,251 road signs
- 4,081 street trees
- 394 retaining walls
- 208 km railings.

Why we provide this activity

Our community outcome

- We can all enjoy a healthy and safe lifestyle.
- Our environment is clean, green and valued.
- Our economy is thriving.

Our goals

- Provide the appropriate infrastructure to enable our communities to travel across our transportation network safely and efficiently.
- Provide a transportation network that is inclusive, accessible and improves mobility enabling communities to live a healthy lifestyle and access housing, education, and employment.
- Provide infrastructure to support and promote the use of multi modal transport to reduce the transportation network's impact on the environment.
- Ensure network resilience to maintain access and respond to extreme weather events to reduce the impact of the environment on the transportation network.
- Our transportation network supports and promotes economic development and prosperity in our sub-region.
- Manage assets with an aim to minimise whole of life cost while providing agreed levels of service.

Transportation

Our transportation activity seeks to guide the future development and management of the transportation network over the next 10 years. This activity supports the objectives of the National Land Transport Programme, Regional Land Transport Plan, Regional Policy Statement and SmartGrowth Strategy.

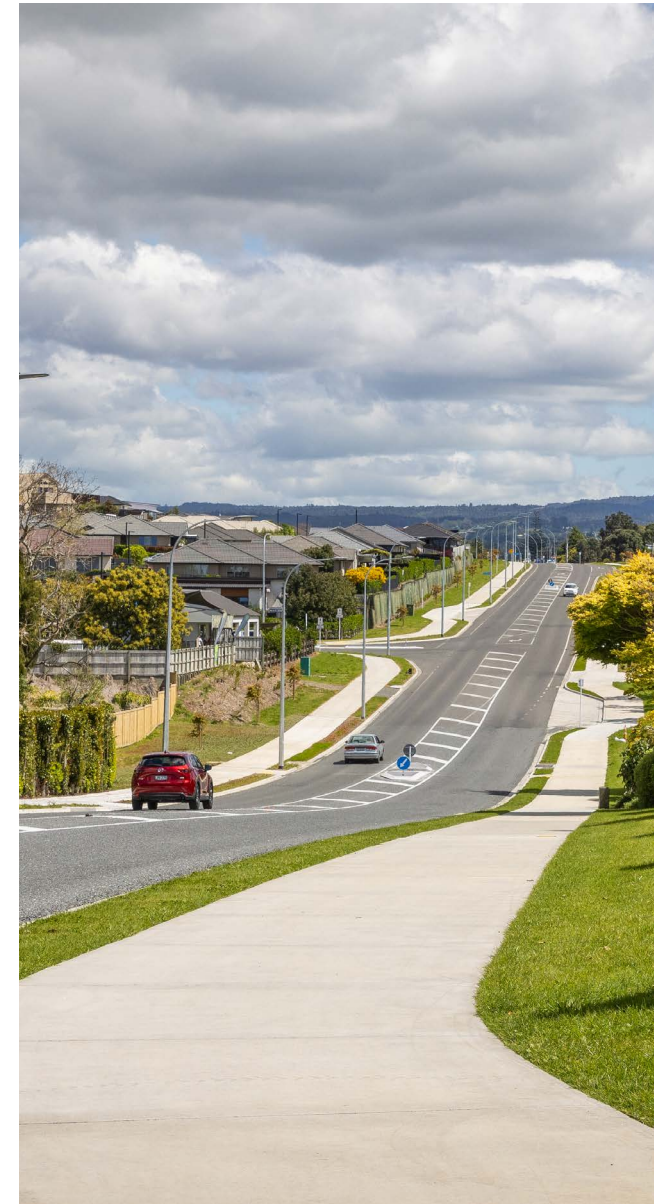
Council continues to advocate for further Government investment in the district's strategic corridors, particularly Stage 2 of the Tauranga North Link (TNL). State Highway 29 provides a strategic freight link between the Bay of Plenty, the Waikato and Auckland and State Highway 2 provides a key link between Tauranga and Katikati and the Coromandel. Council will continue to advocate for improvements to these highways.

Road widening - There are a significant number of roads in the District that are too narrow for the volume and type of traffic using them. These roads can be hazardous to road users when driver visibility is constrained or there is limited maneuverability for heavy vehicles. Council undertakes widening of these roads when pavement rehabilitation treatments are carried out as part of the Transportation asset renewal programme.

Community Roding Allocation Policy - Council allocates roading rate funding for community roading works in consultation with each community. The annual budgets are allocated according to the Council Community Roding Allocation Policy. Typically the funds are spent on new kerb and channel, footpaths, town centre upgrades, cycleways and parking areas.

Seal Extension - Council is allocating approximately \$1.5 million per annum towards seal extension which will enable an additional 2-3km of unsealed road to be surfaced with chipseal each year. Seal extension delivery is based on Council's seal extension prioritisation list which ranks individual road sections based on several criteria.

Walking and Cycling - Council's Walking and Cycling Action Plan, sets out Council's commitment to fund the construction of new footpaths, shared paths, and cycleways throughout the District. Paths are developed in response to community demand. New cycleways will contribute to the Tauranga Moana Coastal Cycle Trail which will extend from Waihi Beach around the Tauranga Harbour margin to Tauranga, onwards to Maketu and then inland to Paengaroa. Council takes a regional perspective on linking gateways such as Tauranga City, Hauraki and the Rotorua Lakes.



Land Transport Programme 2024 - 2027

Under the Land Transport Management Act 2003 (the Act) we are required to prepare a three-year Land Transport Programme detailing activities for which we want to receive financial assistance from the Waka Kotahi New Zealand Transport Agency (NZTA). We do this through our Transportation Activity Plan and in accordance with section 13 of the Act consult on this through the Long Term Plan 2024-34.

The Land Transport Programme submitted to Waka Kotahi represents only part of our total annual work programme which consists of both subsidised and unsubsidised projects and accounts for one third of Council's annual capital, renewal and operating expenditure. The subsidised maintenance programme includes maintenance, including renewals which are capital costs, minor safety works, preventative maintenance, emergency works and limited construction works. For other subsidised capital works we are required to follow the standard Waka Kotahi subsidy funding application process.

The three year Land Transport Programme can be summarised in the following table.



All information from 2024-2027 includes an adjustment for inflation.

This programme reflects outcomes from various District and sub-regional transportation planning processes, for example SmartGrowth, Regional Land Transport Plan, Community Development Plans and individual road strategies.

Council notes the Waka Kotahi funding constraints and that this may affect Council's ability to deliver the programme if a Waka Kotahi subsidy is not available for some components.

Council also prepares an Activity Management Plan in line with Waka Kotahi guidance.

Subsidised maintenance and capital programme	2024 / 25	2025 / 26	2026 / 27	Total \$
Gross anticipated expenditure 2024/25 - 2026/27*	\$32,237,188	\$45,963,869	\$52,199,425	\$130,400,483
<i>*This amount includes projects that will not attract the Waka Kotahi/NZ Transport Agency subsidy.</i>				
Anticipated Waka Kotahi/NZ Transport Agency subsidy 2025/25 - 2026/27	\$17,216,710	\$21,666,239	\$24,764,781	\$63,647,730
Confirmed Waka Kotahi/NZ Transport Agency subsidy 2024/25-2026/27**	\$16,271,210	\$17,563,484	\$826,946	\$34,661,640

**September 2024 update - The funding outcome from Waka Kotahi has resulted in Council only receiving 61% of the requested funding for operating and capital expenditure, and 0% for improvements. Council has had to review its strategy and will continue with its share and rate funding of some operating, capital and improvements within a reduced funding envelope. Council will be able to maintain levels of service for operating and capital however improvements will now focus only on safety improvements with what funding is available (approx. \$10m due to Waka Kotahi not providing the additional \$10m requested for a total budget of \$20m).

How we will achieve our goals

What we do	Provide the appropriate infrastructure to enable our communities to travel across our transportation network safely and efficiently.	Provide a transportation network that is inclusive, accessible and improves mobility enabling communities to live a healthy lifestyle and access housing, education, and employment.	Provide infrastructure to support and promote the use of multi modal transport to reduce the transportation network's impact on the environment.	Ensure network resilience to maintain access and respond to extreme weather events to reduce the impact of the environment on the transportation network.	Our transportation network supports and promotes economic development and prosperity in our sub-region.	Manage assets with an aim to minimise whole of life cost while providing agreed levels of service.
<p>Network and Asset Management</p> <p>Continue to work with strategic partners to optimise the efficiency of our District's transportation network to respond to both population and economic growth of the region.</p> <p><i>Asset Management</i></p> <p>Set and deliver levels of service for maintenance of the local roading network that optimise the use of existing infrastructure and ensure land use and access relationships are managed to improve the efficiency of traffic flows on the local roading and state highway networks while ensuring best value for money over whole of life of the asset.</p>	✓				✓	✓
<p>Road improvements</p> <p><i>Road widening</i></p> <p>Continue with network improvements to address the measured deficiencies in the network, accounting for ongoing traffic growth and continue to seek ways of improving network safety. Continue seal widening programme in association with rehabilitation projects achieving approximately the agreed levels of seal widening per year.</p> <p><i>Seal extension</i></p> <p>Continue seal extension programme achieving the agreed levels of seal extension per year.</p>	✓				✓	✓
<p>Road Safety</p> <p>Continue involvement in regional initiatives to improve the safety for users of the roading network. Develop increased network improvement programmes that attract funding from Waka Kotahi whilst having regard for future changes in government policy.</p> <p><i>Speed management plan</i></p> <p>Implement our speed management plan for our local roading network. This plan identifies our priority areas for speed limit changes which are schools, town centres, marae and roads that the community support a change to the speed limit. The plan will guide the speed limits included in the National Speed Limit Register, which is the legal tool for setting speed limits, replacing the Speed Limits Bylaw.</p>	✓	✓		✓		✓

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<p>Walkways and cycleways</p> <p>Continue developing the district's walking and cycling network pursuant to the Walking and Cycling Action Plan as well as working to ensure that, where possible, proposed developments to the regional/sub-regional network will support provision for walking and cycling. Continue to develop work programmes for walkways and cycleways maintenance and renewals, taking into account the increasing length of these multi-modal assets across the district.</p>		✓	✓			
<p>Public Transport</p> <p>Continue to work with partners to ensure that transport planning is undertaken in an integrated manner with Waka Kotahi and neighbouring territorial local authorities. We will continue to provide infrastructure for the Bay of Plenty Regional Council to support the availability of public transport services within our District while advocating for better public transport connections. We will continue to support for harbour and land-based public transport service options. These may vary and/or be extended to other identified growth areas according to community demand and willingness to pay.</p> <p><i>Transport Options</i></p> <p>Continue to work with our communities to understand the demand for more transport options to access healthcare services, education and employment.</p>	✓	✓	✓			
<p>Maintenance and renewals</p> <p>Continue with deterioration modelling for sealed roads to understand the options for amended funding of maintenance, rehabilitation, and resurfacing work to adapt to increasing traffic volumes resulting from population growth in the district causing an increased rate of asset deterioration.</p>	✓			✓	✓	✓
<p>Resilience improvements</p> <p>Continue to manage the impact of climate change on our Transportation infrastructure through understanding what's at risk across our network through exposure assessments and undertaking risk assessments on assets where necessary. Continue to respond to extreme weather events as necessary to maintain access across our transportation work.</p>				✓		

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<p>Travel demand management and behaviour change</p> <p>Work with other agencies including the Bay of Plenty Regional Council and adjoining territorial authorities to investigate initiatives that manage travel demand to improve the efficiency of transport networks in our District, the sub-region and region. This will include:</p> <ul style="list-style-type: none"> Supporting initiatives that encourage greater use of rail to transport bulk produce over medium to long distances. Supporting initiatives that recognise and provide for seasonal variations in tourist traffic flows and seasonal work force movements at harvest-time. Plan for park and ride facilities including investigating suitable sites and securing land as appropriate. 			✓			
<p>Local network development</p> <p>Investigate and, where appropriate, develop local connections to improve the accessibility of key centres of economic activity in our District. This may include securing and developing key connector routes in residential growth areas and promoting alternative routes for heavy traffic to reduce congestion and improve accessibility in our District's main centres.</p> <p><i>Structure Planning</i></p> <p>We will continue to review and update Structure Plans to consider District Plan changes and to respond to development proposals from landowners working with the District Plan.</p>	✓	✓			✓	

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<p>Sub-regional network development</p> <p>In partnership with key agencies, we will continue to investigate and, where appropriate continue to the development of sub-regional and regional connections to address congestion and improve the flow of goods, services and people. We will support and advocate for the improvement and upgrading of state highways which includes:</p> <ul style="list-style-type: none"> • Katikati bypass • Takitimu Northern Link Stages 1 and 2 • Ōmokoroa/State Highway 2 intersection • State Highway 29 Tauriko Network Connections • State Highway 29 and State Highway 2 safety improvements 	✓	✓			✓	
<p>VKT/Vehicle Emissions</p> <p>Continue to work alongside the regional partners to support the transition to a low emission transport system nationally through the Vehicle Kilometres Travelled (VKT) reduction programme while acknowledging the difficulty of achieving VKT reductions in the context of growth.</p> <p>Continue to support the uptake of electric vehicles, including e-bikes, and consider facilitating the provision of EV charging infrastructure.</p>		✓	✓			

Where the money comes from

Please refer to 'Policies, Summaries and Statements' for the Revenue and Financing Policy for the Transportation Activity.

What are we planning to do





Project ID	Name	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
283202	Transportation - Rural Rooding	-	270,232	276,182	282,628	288,826	294,776	300,726	306,924	312,874	319,072
282702	Transportation - Waihi Beach Community Rooding Funding	-	171,145	174,914	178,996	182,921	186,690	190,458	194,383	198,152	202,077
282802	Transportation - Katikati Community Rooding Funding	-	191,866	196,091	200,667	205,068	209,293	213,517	217,918	222,142	226,543
282902	Transportation - Omokoroa Community Rooding Funding	-	114,398	116,917	119,645	122,269	124,788	127,307	129,931	132,449	135,073
283002	Transportation - Te Puke Community Rooding Funding	-	342,289	349,826	357,991	365,841	373,378	380,915	388,765	396,302	404,153
283102	Transportation - Maketu Community Rooding Funding	-	79,402	81,150	83,044	84,866	86,614	88,362	90,183	91,932	93,753
302801	Waihi Beach rooding Structure Plan	200,000	586,622	480,134	786,395	374,905	-	128,291	-	-	-
302901	Katikati Transportation Structure Plan	1,092,493	545,000	-	-	-	168,838	676,705	1,519,971	-	-
303001	Omokoroa Rooding Structure Plan	50,502,500	39,580,267	417,750	1,567,500	436,875	14,713,875	454,875	464,250	-	16,988,400
353901	Transportation - Public Transport Infrastructure (UFTI commitment)	-	109,000	111,400	114,000	116,500	118,900	121,300	123,800	126,200	128,700
357702	Transportation - Park and Ride Te Puna	-	-	-	-	-	1,783,500	1,819,500	-	-	-
303101	Transportation - Te Puke Structure Plan Urban Catchment	52,000	2,343,493	1,355,258	1,623,012	196,279	572,683	84,774	-	-	-
LTP25/34-29	Transportation and Reserves - Waiari Bridge Area Restoration	200,000	436,000	445,600	-	-	-	-	-	-	-
324004	Strategic Rooding - No 3 & SH2, & Rangiuuru	1,000,000	-	-	-	-	-	-	-	-	-
279202	Transportation - Land Purchases	200,000	218,000	222,800	228,000	233,000	237,800	242,600	247,600	252,400	257,400
283408	Seal Extension	1,500,000	1,635,000	1,671,000	1,710,000	1,747,500	1,783,500	1,819,500	1,857,000	1,893,000	1,930,500
283423	Transportation - One Network Maintenance Contract Pavement Surfacing (Reseals)	4,354,431	5,356,730	5,474,676	5,602,451	5,725,312	5,843,258	5,961,205	6,084,066	6,202,012	6,324,873
283426	Transportation - One Network Maintenance Contract Pavement Unsealed Strengthening	700,000	763,000	779,800	798,000	815,500	832,300	849,100	866,600	883,400	900,900
283429	Transportation - One Network Maintenance Contract Pavement Rehabilitation	9,797,478	12,793,851	14,679,710	15,022,325	15,351,762	15,668,021	15,984,281	16,313,718	16,945,477	17,281,164
283432	Transportation - One Network Maintenance Contract Drainage Improvements	35,000	38,150	38,990	39,900	40,775	41,615	42,455	43,330	44,170	45,045
283435	Transportation - One Network Maintenance Contract Ancillary Improvements	18,000	19,620	20,052	20,520	20,970	21,402	21,834	22,284	22,716	23,166
283438	Transportation - District Capital Network Improvements	1,000,000	1,090,000	1,114,000	1,140,000	1,165,000	1,189,000	1,213,000	1,238,000	1,262,000	1,287,000
283441	Transportation - One Network Maintenance Contract Pavement Seal Widening	1,979,087	2,157,205	2,204,703	2,256,159	2,305,636	2,353,134	2,400,633	2,450,110	2,497,608	2,547,085
AP 24-4	Rangiuuru Rooding	-	1,090,000	-	-	-	-	-	-	-	-
LTP25/34-43	Transportation - No 4 Road Bridge Replacement	6,600,000	-	-	-	-	-	-	-	-	-
210413	Transportation - Minor Capital Rooding Improvements	3,600,000	3,924,000	4,010,400	4,104,000	4,194,000	4,280,400	4,366,800	4,456,800	4,543,200	4,633,200
356201	Opureora Marae Coastal Protection Works	-	218,000	-	-	-	-	-	-	-	-

Project ID	Name	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
307601	Transportation - Walking and Cycling	500,000	545,000	557,000	570,000	582,500	594,500	606,500	619,000	631,000	643,500
307604	District Walking - Off-road	51,600	56,244	57,482	58,824	60,114	61,352	62,591	63,881	65,119	66,409
324009	Transportation - Modelling	113,886	124,136	126,869	129,830	132,677	135,410	138,144	140,991	143,724	146,571
324013	Transportation - Service Relocations	153,747	167,584	171,274	175,272	179,115	182,805	186,495	190,339	194,029	197,872
152301	Transportation - Road Safety Operation	150,000	163,500	167,100	171,000	174,750	178,350	181,950	185,700	189,300	193,050

How we will track progress

What we do	How we track progress		Result	Target				
			2023	2025	2026	2027	2028-30	2031-34
<p>Provide the appropriate infrastructure to enable our communities to travel across our transportation network safely and efficiently.</p> <p>Provide a transportation network that is inclusive, accessible and improves mobility enabling communities to live a healthy lifestyle and access housing, education, and employment.</p> <p>Provide infrastructure to support and promote the use of multi modal transport to reduce the transportation network's impact on the environment.</p>	The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	Fatal crashes	1	<0	<0	<0	<0	<0
		Serious injury crashes	-1	<0	<0	<0	<0	<0
	Number of road closed/lanes unavailable for more than 24 hours due to weather events or unplanned maintenance.		New measure	0	0	0	0	0
	Annual maintenance cost per million vehicle kilometers traveled (\$/mvkt). <i>vkt - measures use of roads on a per kilometer basis.</i>		New measure	<\$65,959	<\$66,576	<\$67,228	<\$68,555	<\$70,591
<p>Ensure network resilience to maintain access and respond to extreme weather events to reduce the impact of the environment on the transportation network.</p> <p>Our transportation network supports and promotes economic development and prosperity in our sub-region.</p> <p>We manage assets with an aim to minimise whole of life cost while providing agreed levels of service.</p> <p>We are responsive to the needs of our communities.</p> <p>We provide infrastructure to support and promote the use of multi modal transport to reduce the transportation network's impact on the environment</p>	The percentage of customer service requests relating to roads and footpaths to which Council responds within 15 working days.		N/A	>90%	>90%	>90%	>90%	>90%
	The increase in total length of cycleways and walkways within the District.		1,101m	>1,000m	>1,000m	>1,500m	>2,000m	>2,000m
	The percentage of footpaths that fall within the level of service or service standard for the condition of footpaths as identified in the transportation asset management plan		97%	>95%	>95%	>95%	>95%	>95%
	The percentage of the sealed local road network that is resurfaced.		7.1%	>4%	>4%	>4%	>4%	>4%
	There are a number of potential defects in road pavement structure and its surface. The condition index is a weighted measure of the fault types. Please note: (0 = defect free; 5= unsatisfactory)	Sealed roads	0.1	0.3	0.3	0.3	0.3	0.3
		Unsealed roads	1.9	3	3	3	3	3
	The average quality ride on a sealed local road network, measured by smooth travel exposure.		96.6%	>90%	>90%	>90%	>90%	>90%
Average age in years of renewed pavements.		New measure	<46%	<46%	<46%	<46%	<46%	

Significant effects of providing this activity

Wellbeing	Positive	Negative	How are we addressing these effects
 <p>Social</p>	<ul style="list-style-type: none"> Enables safe and easy travel around our District. Roads connect communities. Provides access to community, recreation, and leisure facilities. Provides access to retail, commercial and professional services. Provides for transport options such as walking and cycling. Provides for integrated planning of the transport network and land use. 	<ul style="list-style-type: none"> Transport emissions Traffic noise and vibration to properties from adjoining roads. Air pollution from traffic fumes affects health. Dust on unsealed roads may affect health. Poor design and use can result in dangers to people and high social cost from accidents. Main roads can divide communities. High traffic volumes can lead to a loss of amenity in urban areas. 	<ul style="list-style-type: none"> Continue the road sealing programme. Continue the road widening programme. Continue to fund a road safety coordinator to work with the community. Continue to advocate for bypasses around urban centres. Continue to advocate for road safety improvements on the transportation network. Continue the programme of network improvements on local roads.
 <p>Cultural</p>	<ul style="list-style-type: none"> Provides access to sites of cultural and historical significance. Connects communities to cultural facilities (including Marae). 	<ul style="list-style-type: none"> People access sites that are culturally sensitive. Road construction may disturb sites of cultural significance including wāhi tapu. 	<ul style="list-style-type: none"> Continue to identify sites of cultural significance and adhere to the requirements of the Heritage New Zealand Pouhere Taonga Act 2014. Continue to invest in good relationships with Tangata Whenua.
 <p>Environmental</p>	<ul style="list-style-type: none"> Land taken for roading but surplus to development requirements may be used for environmental enhancement such as the development of wetlands. Provides access to reserves and conservation areas. 	<ul style="list-style-type: none"> Noise pollution especially from heavy freight vehicles. Air pollution from vehicle exhaust fumes. Contamination from pollutants running off the road surface during storms. Provides access for the illegal dumping of rubbish. 	<ul style="list-style-type: none"> Continue to investigate the use of sustainable roading materials. Continue to investigate the potential to reduce contaminants from roads entering the surrounding environment. Continue to provide roadside rubbish collection on key arterial routes servicing urban communities. Continue to provide infrastructure to support and promote the use of multi modal transport. Collaborate on and facilitate vehicle-kilometres travelled (VKT) growth rate reductions in the sub-region.
 <p>Economic</p>	<ul style="list-style-type: none"> Provides routes for the delivery of goods and services. Provides a physical linkage between customers and businesses. Provides a corridor for utility services. Provides access to all commercial and residential properties. 	<ul style="list-style-type: none"> Loss of productive land resulting from the development of transport corridors and infrastructure. Cost of acquiring land for new roads and upgrades. Requires lengthy multi-agency designation. Cost of providing and maintaining roading infrastructure to limit loss of agricultural and horticultural production due to rough roads and dust from unsealed roads. 	<ul style="list-style-type: none"> Continue to advocate for government funding for strategic district roading improvement projects. Continue to achieve 'value for money' when awarding roading contracts through robust procurement procedures and performance criteria. Continue to work with national and sub-regional partners to ensure optimisation of the transportation network.